usive railroad ear factory of Messrs. Fayle & Gray, tuate in Potter street, Hartford, Conn., exploded with a tremendous report and such force as to shatter the reater part of the buildings to pieces, insmediately killing thereby sixteen persons, and fatally or otherwise inturing twenty-two others.

Our extended telegraphic despatches from Hartford, spalished in the various editions of the Trement.

blished in the various editions of the HERALD issued ce, contained the chief points of the cause and consequences of this disaster, from which it will be seen that the catastrophe bore a sad similarity in its effects to the Hague street explosion, which occurred in this city a

the Hague street explosion, which occurred in this city a few years since.

One of our special reporters proceeded to Hartford on Friday, and found the city in an unusual state of excitement. On every side were people hurrying to and fro. Some were the weeping relatives of the deceased, others sympathizing friends on a visit of consolation, many going to give testimony before the Coroner, but all wending their way toward the fatal spot where so many of their co-laborers and fellow citizens had lost their lives.

DESCRIPTION OF THE CAR FACTORY.

DESCRIPTION OF THE CAR FACTORY.

The range of brick buildings in which the accident occurred is situate on Potter street, extending in a line towards the river. The concern is known as the "Grove Nooks," and most of the houses were four story high. The rare of the line is in Potter street, and the only en-The rare of the line is in Potter street, and the only entrance to the different shops occupied by the workmen is by a gate connecting with the private office of Messrs. Fayle & Gray, the proprietors of the establishment. The main building of the factory was two hundred feet long by sixty feet in depth. An addition had been made to this, extending fifty five by twenty-four feet. This wing was situate due west of the boiler which exploded. A blacksmith's shop, eighty by forty feet, and a paint shop, one hundred by sixty feet, stood south of the main building, and the boiler was separated from the former by an eighteen inch wall. In addition there stood, before the explosion, a bolt shop, three stories high, a machine shop, a large shop in which the timber material was prepared for use, and where the finished portions of the cars were joined together, which was two stories high, a one story freight shop, shops for blacksmiths' work, engine room, with spare rooms for an old and new boiler. There was also a chimney stack, reaching to a height of two hundred and fifty feet. Messrs. Fayle & Gray had conducted this extensive concern for the past five years, with much success, and employed over three hundred hands in it, the greater part of whom resided in the vicinity, happy and contented, with their families.

THE EXPLOSION—ITS PROBABLE CAUSE AND FATAL CONSEQUENCES.

The men went to work as usual on Thursday morning,

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THE EXPLOSION—ITS PROBABLE CAUSE AND FATAL CONSEQUENCES.

The men went to work as usual on Thursday morning, and continued so until a little before two o'clock in the afternoon, when a tremendous report was heard to come from the neighborhood of the engine room, and immediately after the bricks and wood which formed most of the above named buildings were seen to fly in every direction, and several of the houses fell to the ground. Some of the broken beams were thrown to a height of two hundred feet. Stones and sticks were tossed into Potter street and the pond opposite to the factory. A good many persons who were passing at the moment received severe bruises from the falling materials.

Son as the dust and smoke cleared off terriled men might be seen strengling to burst from the ruins through the half-rent doors, whilst others leaped from the windows to the street beneath, conveying the mournful news to the cellecting crowd that all their companions who remained behind must be either killed or badly wounded, as the new boiler had burst. The truth of this was attested by the heartrending groans which were heard to arise from the ruins.

These sounds soon roused the people from their stupor, and all set vigorously to work in order to rescue the sufferers. In this endeavor the uninjured citizens and Hartford firemen participated, the Mayor leading the way, pointing to the place where the blacksmith's shop had stood, as they were aware that the exploded boiler was located hard by. The work was very difficult, for in many instances the wounded men were completely buried under the fallen walls, from the torn beams of which human blood might be seen to flow into the rain puddles around. This sight rendered the rescuers nearly frantic, and shortly after four o'clock they had taken out sixteen crushed and mutilated dead bodies, with a large number of wounded the pro

During the search for the bodies, and even after they were extricated, might be seen fathers, mothers, wives, brothers, sisters and little children, clambering through were extricated, might be seen fathers, mothers, wives, brothers, sisters and little children, clambering through the dusty and blood-stained mass in search of parents, husbands and fathers, for many had failed to recognise the scalded and bruised remains as those of their deceased friends. Amongst the crowd outside the gate was discussed the probable cause of the explosion. Pending the result of the inquiry now going on, we only remark that, so far as our reporter could glean the opinion of the people, it occurred in this manner:—For some years Messrs. Fayle & Gray had a lier at work which was heated by two flues. This boiler required a considerable time to generate aufficient steam to work the machinery. Owing to a rapid increase of business the delay was much felt by the proprietors lately, and they coutracted with Messrs. Woodruff & Beach to make a new boiler of larger capacity. This boiler was fixed upon the premises about five weeks ago, and cost over \$2,000. It required five flues to heat the water it contained, and it generated steam very quickly. John McCune, (now dead,) the engineer employed by the firm, had worked for a long time with the condemned boiler, and the opinion was that he had not sufficiently accommodated his mind to the rapid action of the new one from the slow work done by the old, and hence that water was latterly consumed sooner than he conceived it should be. On Thursday he was in conversation with a friend whilst the five flues were heating upsteam, and it is supposed that he found at the close that the water was exhausted, and that in a hurry, caused by surprise, he let in a quantity of cold water on the hot metal, and when this was converted into gas the fatal explosion followed. At least this was the opinion generally entertained on Friday.

The following is a list of the names and employment.

illy entertained on Friday.

NAMES OF THE PERSONS KILLED.

The following is a list of the names and employment of the persons who were either taken out dead or had lied up to Eriday afternoon:—

1. John McCune, engineer, had head and arm blown off. Mr. McCune has left a wife and a family of young

1. John McCune has left a wife and a family of young children.

2. Daniel S. Camp, carpenter, and his brother Samuel H. Camp, foreman of the blacksmith's shop. Each man had a wife and family.

3. James Purcell; left wife and family. Was rescued alive and taken into the office; but when his wife came he was unconscious, and died in her arms as she was imploring him to give her a look of recognition. His body was taken to his late residence in Morgan street, where a fond and agonizing brother, who had been telegraphed at New York, visited it on the evening of Friday. No words could pourtray the agony of this young man with he looked upon the widow and her family. Decaned was a native of the county of Kilkenny, in Ireland, and aged about thirty-five years. He had a wife sud three children.

4. Andrew J. Crane, blacksmith, a single man.

5. Daniel A. Newell, blacksmith, has left a wife and two children.

6. Alonzo Allen, blacksmith, has left a wife and two children.

7. John Creeden, blacksmith, has left a wife and three young children, blacksmith, was carried home alive to his wife and died shortly afterward; no children.

9. Richard Mountin, blacksmith, brother of Robert, worked at the end of the blacksmith, killed instantly; has left a wife and two children.

10. Lewis Flowers, blacksmith, killed instantly; has left a wife and two children.

11. Edward Caughlin, has left a wife and two children.

12. Phineas Smith, has left a wife and one child.

13. Daniel B. Walker was carried home to his family in

hree chadren.

14. Michael Hartnell, helper, a wife and one child.

15. David B. Walker was carried home to his family in Nethersfield lane, and died shortly after. He leaves a rife and five children.

16. Patrick Lehay, leaves a wife and one child.

17. Patrick Burke, leaves a wife.

18. Wm. Lane, also married and the father of a family.

1. Samuel B. Farsons, badly bruised.
2. Birge Chapman, leg broken in two places.
3. Edward Collins, injury of head.
4. Wm. D. Skinner, printer, arm broken.
6. Charles Gardiner, leg broken and arm scalded.
6. James Bmith, severe scalp wound.
7. Geo. Perkins, scalded.
8. Wm. Martin, shoulder fractured and scalp wound.
9. Otis Long.

26. William Martin, scalp wound.

It was said that the majority of the above as wives and children dependent on them for come others were slightly hurt, whose names

COBONER'S INQUEST ON THE BODIES.

Richard D. Irrahe, Eng., Justice of the Pence, opened a Court of Inquest on the bodies of the deceased at ten o'clock on Friday morning. He and in the private office of Mesare. Payle & Gray, and in a short time the following seatherness were summoned on the work of the country of the country. As N. Clark, Dr. G. & Brown, J. H. Helcomb, A. B. Stillman, Mason Gross.

After a few observations the Coroner proceeded to record the samesed:— TENTIMONY.

Patrick Munhall deposed—I had to look after the fires of the bodier when the engineer was othersipally to bring well and the country of the

against the pump; I have not examined it for three days; I have never seen McCune under the influence of liquor when at his work; he was more careless than he should have been for a man of his experience; it was occasionally remarked among the workmen in the shop; he was an Irishman, a pretty good engineer, if he minded his work; he was not more than ordinary engineer; I think he was not a suitable man to have charge of that engine; he was rather apt to be venturesome; believe I have spoken to Mr. Fayle relative to his carelessness, some time since, when he was about leaving; I don't remember the date; the bolier did not leak; the engineer has told me that the boller was "a very good, a first rate one;" I have heard George Stone was deveral others, whose names I do not remember, speak of the carelessness of McCune; George Stone was in the machine shop when the accident occurred, but he was not hurt; I could not testify to there being more than ninely pounds of steam on to the lach at any time; I have noticed the steam blow off several times, but did not know at what height; I can rarely hear it where I work; I have heard some express fears about the engineer since the putting up of this boiler.

The Joury then adjourned at 12½, to meet again at 2 P. M.

EVENING SESSION.

P. M.

EVENING SESSION.

The Court met, pursuant to adjournment, in the after-

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EVENING SESSION.

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On motion, a committee, consisting of Jas. H. Holcomb, John R. Tracy and Mason Gross, were appointed to take the testimony of William D. Skinner, who was- too much injured to appear before the Coroner, and also to take the depositions of such other persons, whose testimony might be of importance, as might be unable to attend.

Mr. Beckwith, a juror, suggested the impropriety of having any of the irm present during the examination of the writnesses, as they would undoubtedly feel a diffidence in giving evidence in their presence. His suggestion was favorably received, and an intimation to its effect was given to Messrs. Exple & Tracey.

Lorenzo H. Pomeroy sworn, deposeth—I am thirty-three years of age; my business here is to superintend the building of the freight cars; I have been in the employ of the company two years last Aquast; with regard to the boiler; I have heard Mr. Caness, the foreman of the blackennith's abop, asy he thought the engineer was a done to the boiler; I have heard Mr. Caness, the foreman of the blackennith's abop, asy he thought the engineer was a done on the sufficient of the boiler of the boiler, and the boiler, it have heard Mr. Caness, the foreman of the blackennith's abop, asy he thought the engineer was and the surface of the surface of the boiler, and the surface of the boiler, and the surface of the boiler, and the surface of the sur

to pat in water, as it was dangement, and advised him to withfirm the fire, which he did; I have shown McOnso to drink, but not much; McOnso self some time in August of September of last year, as he did not get enough wages; I have speken to the carebasmes, and of sum and of ur shop, of the carebasmes of McCune and as unassi; I have speken to Mr. Parmens, Mr. Benham, and foreman of our shop, of the carebasmes of McCune in letting the water get low, and thought it ought to be locked after; I have he and the the pumps of the new boilers have worked hardly for the weeks past; there was some little difficulty first off; I know but little of what are the wages paid to engineer; I have based him complain some and part of night; but since that time he has been assisted to his duties without trouble; I think McCune had told me the boiler was a good one, and he lited it.

Seth King—I am aged 35; I was not at the shop at the boiler; thought it an extra good one, well fitted, and, as they had a pump to pump water in when the engine was not in motion, I thought it well calculated for activity out of order; my opinion of the late engineer was that since his return he was very attentive to his business, so much so as to be a subject of remark; I have never known an instance of his cardesaness since his return; Mr. Campol of one were afraid; of the new one what does auxie for fear; I have here were afraid; of the new one what does auxie for fear; I have here with a since have a fear of the sear of the same pauge over 30, generally under; I was at shading on the platform with Mr. Pemercy. I had been the explosion vesterilay; twas standing on the platform with Mr. Pemercy or; I had been the return here was a subject to the sear of the search of the search of a competent engineer here; I know nothing against the character of deceased.

I was a subjecting him to the character of excessed wheel; it have been him to do that the subject was a good one, and here of the return of the sea

three years, ever since I have been in the shop; when taking the body home last night, Mr. Mack, who was with me, told me that McCune was at work as engineer with the Screw Company when their engine was blown up; there are only two others, with myself, in the blackamithshop who escaped; I am in the best condition of the three; the other two, Fitzgerald and Sweeny, are in bed, badly injured; I was injured in the head and hip. [The witness subsequently recollected that several others escaped.] I thought McCune a pretty good engineer, and so did the hands generally; I have heard complaints against him, but they were very few and trivial; I do not remember much of the explosion; I got out myself when I recovered my senses; my helper was killed; a man was next to me with his head under the ruins; I tried to get him out, but his skin peeled off in my hands; I did not have any premonition of the explosion; it came on like a sudden darkness on the putting out all the lights in a room; the man whom I saw and tried to get out they told me was named Lane; I caught him by the leg when I saw him kicking, but his skin came off, and I could not get him out; I pointed him out to Mr. Burke, and then I got out myself; some of the hands had, at first, remarked that the new boiler was leaky, but that was all.

About half past 5 o'clock P. M. the court adjourned until 10 o'clock on Saturday morning. Up to a late hour of the evening the factory was visited by hundreds of the curious, and it was surprising to see how eagerly the tem der hearted young ladies of Hartford plodded through the mud, in order to gaze upon such a revolting scene.

ACCIDENTS AND INCIDENTS.

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ACCIDENTS AND INCIDENTS.

Mr. Ashe, head painter of the factory, was fortunately, at the time of the accident, stationed on the bank of the Little river, south of the factory, taking a sketch of the buildings, in order to paint them upon some cars. He had commenced the sketch when the shock came, and the building trembled before him—then fell. It was a terrible sight, and he can hardly impress upon his canvass the horrible reality that gushed out before him in that shock of destruction and death.

Ira Wright and F. A. Barber were standing upon the platform, between the paint shop and boiler room. They were both prostrated, and a heavy piece of boiler, after knocking over a dray load of timber, fell between them.

These three persons, a moment before the explosion, saw McCune, the engineer, with Paniel S. Camp and Wm. D. Skinner, conversing just outside of the boiler room. Skinner had moved of a few paces; the other two were near the boiler room door when the explosion took place. Camp and McCune were killed. Skinner's arm was broken. Skinner was passing the factory, when he was called in by Camp, who had something to say to him.

A. Winchell, who had just parted with two of his friends—they had barely time to get clear of the building—was at his machine. The shock came and he found himself in be street, he knew not how, but was evidently forced through the window by the concussion.

Samuel B. Parsons was found with his head over the tail block of his lathe, his left arm held down by a timber, the foor above falling all around him. He was very much hurt, his mechine being stained by his blood. He was in a had condition on Friday.

Edward Keyes was raised, and fell, it is thought, at least tender, and the special particles. The concussion drove him through a window, and he escaped without much in

was discovered, a man was put to watch the gate, and a large dog turned loose in the yard, which soon drove the hardened criminals away.

At half-past seven o'clock P. M., the place was deserted, and such of the unfortunate dead was measured in his own—now lonely homestead.

One of the most melanchely scenes attended the removal of Daniel S. Camp. Mr. Camp was a carpenter, and had charge of a planing machine. He had cocasion to go into the yard, and while there the explication took place. Had he been at the machine he would have sustained but alight injury; but as it was he was so injured that he died. When taken out of the ruins he was sensible of the brevity of his life, and said, "Oh, take me home to my dear wife and little ones!" Some of his fellow workmen took him home on a litter. While on his way there he was perfectly conscious, and seemed to note each well known spot, and with great eagerness would say:—"There, we are so much nearer; oh, make haste before I die!" and such like expressions. They got him home, and his mother was sent for. She came in time to see him and give him her bleasing. He died in less than an hour, surrounded by his weeping family. Secreely had his spirit departed ere the same mother was sent for by the wife of her son Samuel H. Camp, whose dead husband had just been brought home. The poor woman reeled under this new blow, and it is feared her reason is impaired.

FUNERALS OF SOME OF THE VICTIMS.

FUNERALS OF SOME OF THE VICTIMS.

Engineer McCune was buried yesterday; also Daniel S. and Samuel H. Camp.

Andrew J. Crane will be interred to-day (Sunday.) Andrew J. Crane will be interred to-day (canday.)

PUBLIC MERTING FOR THE RELIEF OF THE PAMILIES.

During the evening of Friday handbills were extensively
circulated through the city, calling on the people to attend a public meeting in the City Hall, in order to device
means for the relief of the widows and orphans. At half
past seven o'clock a large number of the citizens of Hartford assembled.

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means for the relief of the widows and orphans. At half
past seven o'clock a large number of the citizens of Hartford assembled.

The following is a minute of the proceedings:—At a
meeting held at the City Hall in Hartford, on Friday evening, to take measures for the relief of the widows and
children left destitute by the late accident at Fayle &
Gray's works, Chester Adams was appointed Chairman,
and J. W. Beach, Secretary. It was
Voted, That a committee of five be appointed by the
chair to present to this meeting the names of proper persons to be a committee to solicit subscriptions.

Horace Johnson, Jas. B. Shultas, J. Dean Alden, J. P.
Foster and Norman Burr were appointed.

The Committee reported the following names, which
were accepted —James B. Shultas, Oliver D. Seymour,
Olcott Allen, Mason Gross, Charles T. Webster, Thomas
T. Fisher, Samuel Woodruff, James H. Ashmead, J. Watson Beach, John Burt, N. Seymour Webb, George W.
Corning, George W. Root, D. W. Brigham, J. W. Bull,
Julius Catlin, Lemuel Humphrey, Westell Russell, S. P.
Kendall, Gideon Wells, William T. Lee, Denison Morgan,
Allyn S. Stillman, Miles A. Tuttle, Charles Weeks, Erra
Clark, Jr., John G. Mix, Chester Adams, John L. Bowell,
A. E. Burr.
Voted, That this committee have power to fill vacan-

Clark, Jr., John G. Mix, onester Assaus,
A. E. Burr.
Voted, That this committee have power to fill vacancies, also to appoint a committee to distribute the funds.
Every member of the committee above appointed was requested to meet at the Sheriff's office on Saturday morning at nine o'clock.

CHESTER ADAMS, Chairman.

CONTINUATION OF THE CORONER'S INQUEST, ETC.
HARTFORD, March 4, 1854.

The Coroner's Jury held two sessions to-day to inquire into the cause of the explosion at the car factory. Twelve witnesses were examined. One of them, E. M. Reed, a very competent engineer, and now Superintendent of Motive? Power on the Hartford and New Haven Railroad, testified that he had examined the boiler since the explosion, and found that the tops of the flues had been subjected to a red heat; the lowest gauge cock was six inches above the flues, and, consequently, there must have been a great lack of water, and, in his opinion, steam generated faster than it could be carried off, which caused the accident; the boiler was good and well made, and of very good material; he had tested the iron.

The foreman of the establishment where the boiler was made also testified to the fact of the water having been below the flues. CONTINUATION OF THE CORONER'S INQUEST, ETC.

below the flues.

The Jury adjourned till Monday afternoon

An immense throng of citizens attended the funeral of the two brothers Camp, at the South Congregational Church to-day. The services were very impres

Theatres and Exhibitions.

Theatres and Exhibitions.

BOWERY THEATRE.—"Uncle Tom's Cabin" is to be played only one week longer, when Mrs. Hamblin is to appear. As this is the last opportunity, there will probably be a rush. The drama is up for Monday.

BROADWAY THEATRE.—"A Midsummer Night's Dream" will be continued for one week longer, Mr. Forrest's engagement having been postponed. The spectacle is to be given on Monday, and every night this week.

BURTON'S THEATRE.—"A Midsummer Night's Dream" is up for Monday, Tuesday, and Friday of his week. A new drama, "The Lancers," which had a great run in London, will be produced on Wednesday, with new scenery, dresses, and music. "The Lancers" has never yet been played in America.

rica.

NATIONAL THEATRE—On Monday afternoon the moral drama, "The Six Degrees of Crime," is to be produced, with a fine cast, including Mr. and Mrs. Prior in the principal parts. In the evening "Uncle Toms Cabin," for the two hundred and footsteenth time.

the evening the new local piece, "The Old Brewry," is the attraction. Mr. Clark, Miss Mestayer,
and other favorites appear in both pieces.

Broadway Menagere.—This establishment, No.
337 Broadway, is still well patronised. The "Fat
Lady" and the "Lilliputian King" will remain
during this week.

Brooklyn Institute.—Signor Blitz will give his
mirthful and magical evenings at this place for this
week only. Our Brooklyn friends know him favorably already, and his success is certain.

The Christy's Minstrels announce several novelties for this week. Read their progamme for
Monday evening, and remember the place—472
Broadway.

Wood's Minstrels.—The new burlesqe, "Lend
Her der Sham Money," has been so successful that
it will be played one week more. It is announced
for Monday evening, with plenty more good things.
Buckley's Minstrels have been entertaining BUCKLEY'S MINSTRELS have been entertaining large audiences at the Chinese Hall, with their burlesque of the "Bohemian Girl." It is to be given on Monday, and no lover of fun, joined with good music, should fail to see it.

on Monday, and no lover of fun, joined with good music, should fail to see it.

The Metropolitan Theatre—First Appearance of Madame Anna Thillon.—The Metropolitan, as a matter of course, was more densely crowded last evening than ever before. Not only were the seats all taken, but a great many were obliged to stand in different parts of the house, all eager and impatient to hear the first notes in California of the world-renowned cantartice, Anna Thillon. Expectation was on tiptoe, and long before the curtain rose the house was packed with ladies and gentlemen who had heard the famous songstress in other lands, or of others equally impatient, who had heard much of the rich and silvery tones of the famous songstress. The performances chosen for the opening night were the opens of the "Crown Diamonds." It is not our purpose at this time to enter into a discussion of the peculiar characteristics of Madame Thillon's singing, but rather to notice her reception. We will endeavor on some other day to give our impressions on this latter head. To say that her reception was cordial would be tame—it was enthusiastic. When her voice was first heard, and she came bounding on to the stage, the applause was loud and long, and from first to last, whenever the music would possibly tolerate interruption, it broke out almost boisterously. Whatever extravagant notions she may have formed of the welcome she was to receive, judging from that of others who had preceded her, she must have been more than satisfied. During the whole of her brief engagement here she can hardly fail of drawing equally good houses as that of last evening. Our people are liberal to encourage art, and an occasion like the present is one of rare occurrence, and it will be long again before notes like hers can again be listened to. We would gladly allude to the others by whom she was supported, especially to Mr. Hudson, Mr. Leach, and Miss Gould, who most materially contributed to render the perforuances acceptable. But this, too, we must defer to another time

acceptable. But this, too, we must defer to another time.

THE SEASONS—Haydn's grand oratorio of the "Seasons" will be sung to-night at the Musical Hall, for the benefit of the Catholic Orphan Asylum. We understand that Mr. Meagher will be present. Those who wish to hear some good music, and at the same time assist the ophan, will not forget to attend—Alta California, Jan. 17.

ACCIDENT.—Three painters, at work upon a staging at the American theatre yesterday afternoon, engaged in painting the dome, were considerably injured by the falling of the staging. They were engaged in painting at the time at the proscenium, and fell about twenty feet. All were French. Mr. Albert was one, and another was Mr. Pron, a decorative artist of talent, seldom excelled by persons in his branch of the profession for bold, accurate and graceful drawing, clear and harmonious color, and forcible light and shade. None of the party had any bones broken, and all will probably be well in a couple of weeks. Mr. Jones, with commendable liberality, directed them to be provided with the best medical attendence at his charge.—Alia, 20th.

First District Court.

Before Hon. Justice Green.

March 4.—J. W. Leaston against J. R. Poters.—This
was an action for services rendered by plaintiff, as a lawyer, in obtaining a release of judgment. Plaintiff claimed
\$60. The Court gave judgment against the defendant
for \$25.

Annie were inactive at yesterday's prices. The stock in the inspection werehouse was confined to 560 bbls. of all kinds.

Briandervers.—Flour varied little. The day's movements consisted of 8,400 bbls.: sour, at \$7 12½ a \$7 57½; superfine No. 2, at \$7 37½ a \$7 55½; ordinary to choice State, at \$7 81½ a \$8 13½; mixed to fancy Western, at \$7 75½ a \$8 18½; and other grades at proportionate prices. Canadian was unaltered. Southern favored buyers. The day's transactions reached 1,200 bbls., at \$7 57½ a \$8 25 for mixed to straight; \$8 21½ a \$8 25 for favorite; and \$5 0 a \$8 50 for favorite; and \$5 0 a \$8 50 for favorite; and \$5 50 a \$8 25 for mixed to straight; \$8 21½ a \$8 25 for favorite; and \$5 50 a \$8 20 for favorite; and \$5 50 a \$8 50 for favorite; and \$5 50

peanuts at \$1.12½; and some Southern peeled peaches at 9c.

HAY.—There were 1,000 bushels river disposed of at 8cc. a 90c. for shipment, and 90c. a 97½c. for local use, per 100 lbs.

IRON.—Scotch pig was in fair demand and firm, at \$39 a \$40, six months, per ton.

LIME was scarce, and quoted at \$1.25 for common Bockland, and \$1.62½ for lump do., per bbl.

MOLAFRE.—Some 300 bbls. New Orleans were sold at 25c. per gallon.

NAVAL STORES.—Crude turper 'ine ruled quiet at \$5.50 a \$5.75 per 280 lbs. Spirits do. retailed at 69c. a 70c. per gallon. Sales transpired of \$00 bbls. common rosin at \$1.87½; 200 white do. at \$3.62½ a \$4; and some tar at \$3.

gaion. Saies transpired of 500 pbls. common rosin at \$1 87\(\frac{1}{2}\); 200 white do. at \$3 62\(\frac{1}{2}\) a \$4\(\frac{1}{2}\); and some tar at \$3.

OHS.—Nothing new occurred in whale or sperm. Sales were made of 3,000 gallons Western red at 60c.; and 7,600 gallons linseed at 76c. and 78c. a 79c. for large and small parcels, per gallon. The last sale of palm was made at 9c. per lb.

PROVISIONS.—Pork varied little. The day's sales reached 420 bbls. new at \$15 87\(\frac{1}{2}\) a \$16 for mess, and \$43 87\(\frac{1}{2}\) a \$13 50 for prime, per bbl. There have been 236 packages pickled shoulders and hams disposed of at former quotations. The day's transactions in lard add up 300 bbls., at 9\(\frac{1}{2}\)c. a 10\(\frac{1}{2}\)c., and 300 kegs at 11c. per lb. Beef was pretty brisk and steady; the day's business included 450 bbls, at unchanged figures. Butter and cheese remained about the same.

Sair.—We heard of no further movements in West India. A limited business was transacted in Liverpool at \$1 20 for ground, and \$1 45 a \$1 55 for fine, per sack.

RICE.—There have been 300 tierces taken at \$4 25 a \$4

ack.
Rick.—There have been 300 tierces taken, at \$4 25 a \$4

RICE.—There have been 300 tierces taken, at \$4 25 a \$4 23½ per 100 lbs.

SPICES were in limited stock and improved request, at 55c. a 6c. for race ginger; 103c. a 11c. for Sumatra pepper; 14½c. for Jamaica pimento; 17½c. for aloes; 44½c. a 56c. for cassia, in mats; \$1 05 for mace; and \$1 17½ a \$1 20 for No. 1 nutmegs, per lb.

SUGARS.—The day's transactions embraced 500 lhds. New Orleans, at 4c. a 4½c.; and 400 Porto Rico, at 5½c., per lb.

TAILOW was dull and heavy to-day, at 12c. per lb.

WHISKIT.—Some 900 bbls. prison changed hands at 28c. a 28½c. per gallon.

WHES.—About 50 quarter casks port found buyers, at 87½c. per gallon.

Later from Honduras.
Our dates from Belize are to the 18th of February. The New Assembly closed its proceedings on the 11th ultimo.
When the steamer left Belize for Jamaica there had been no cases of cholera for two days. The official returns of deaths by cholera since January, have been 230, about 175 of which occurred in Belize. Reports have arrived in Jamaica, by coasters, that Isabel and San Thomas were also suffering from the epidemic; only one death had occurred among the European population—Don Domingo Martinez, who died after a short illness of a few hours.
The steamer brought three passengers and a detachment of artillery from Belize to Kingston.
Cargo: bales Sarsaparilla, 60; cochineal, 200 seroons; indigo, 245 seroons, and \$61,750 on freight.

Common Pleas—General Term.

Decisions by Judges Ingraham and Daly.

MARCH 4.—Baltus M. Scages ut. Saul D. Burbank.—
Judgment affirmed.

Simeon Rosenboum us. Harman H. Gunier.—Judgment affirmed, with costs.

Thomas Cusack us. Theodore E. Tomlinson.—Judgment eversed, with costs.

Darlington & Jackson us. John H. McCunn.—Judgment educed to \$27 14, and affirmed for that amount, without costs.

James Watson and others us. James Martin.—Order at pecial term affirmed.

Simon Revn us. Machan. Dealer.

"Uncle Tome Chart, to the played on Monday, forty-fourth time.

WALLACK'S THEATRE—Congreve's brilliant comedy, "Love for Love," is to be played on Monday, with the farce, "Kill or Cure." Both pieces have drawn very full andiences.

BARNUM'S MUSEUM—On Monday afternoon the "Six Degrees of Crime" is to be produced, and in the evening the new local piece, "The Old Brewery." is the attraction. Mr. Clark, Miss Mestayer, with costs.

Michael Many vs. Thomas Larkin.—Judgment affirmed, with costs.

Michael Many vs. Thomas Larkin.—Judgment affirmed, with costs.

with costs.

Michael Mary vs. Thomas Larkin.—Judgment affirmed, with costs.

John Kerr vs. Bernard Rice and Peter Rice.—Judgment reversed, with costs.

Trence McCahill vs. William Kipp.—Judgment affirmed, with costs.

Eugene Ketelias vs. Thomas Murphy.—Judgment affirmed, with costs.

John H. Dupont vs. J. Payton.—Judgment affirmed, with costs.

MARITIME INTELLIGENCE.

TO THE RESIDENCE OF THE PARTY O
Movements of Ocean Steamers.
NAMES. IRAVES FOR DATE.
Nashville
Alps
Atlantic Liverpool New York Feb 22
AsiaLiverpool,Hal'x, Bos & NY.Feb 25
Washington Southampton New York Mar 1
City of Glasgow Liverpool Philadelphia Mar 1
OhioNew YorkAspinwallMar 6
Curlew New York Berm. & St Thos. Mar 7
EuropaNew YorkLiverpoolMar 8
Black Warrior New York Hav. & Mobile . Mar 9
Andes Boston Liverpool Mar 15
AtlanticNew YorkLiverpoolMar 18
North Star New York Aspinwall April 5
north Star April v

Port of New York, March 4, 1854. CLEARED. Steamship Northern Light, Churchill, San Juan, Nie, C

Morgan.
Steamship Charles Morgan (new), Forbes, New Orleans,
Charles Morgan. rles Mergan. earmship Florida, Woodhull, Savannah, S L Mitchill. earmship Marion, Foster, Charleston, Spofford, Tileston & Co.
Steamship Jamestown, Cavendy, Norfolk, &c., Ludlam &
Pleasantse
Ship Jacob A Westervelt, Hoodless, Liverpool, Taylor &

ich.
Ship Isaac Webb, Furber, Liverpool, C. H. Marshall & Co.
Ship Sauthampton, Austin, Liverpool, Jos O. Ward.
Ship Sarah (Fr), Smith, Glasgow, E & S Innes & Co.
Ship Deutschland (Ham), Haak, Hamburg, E Boch & Kunardt.
Ship Catharine, Andrews, Charleston, Thos Wardle.
Bark Averon, Pendleton, Marseilles, J B Sardy & Co:
Bark Hahnemann, Wiatt, Salinas Bay, Blow & March.
Bark Lucerne, Jordan, Neuvitas, J B Sardy & Co.
Bark Vickery, Urann, Neuvitas, Yanaza & Btulain.
Brig Keloa, Rumball, Manzanille, Maitland, Phelps & Co.
Brig Edwin, Morton, Cardenas, Story & Stevens.
Brig E Remington, Sawyer, St Marks, &c. Brodie & Cettes. Petter. Schr Kingfieher, Hooper, Port au Prince, Hatch & Love-

Schr Mary D Hayman, Hayman, Wilmington, Brown &

den.
Ship Isaac Allerton, Sears, from New Orleans, 14 days, to
Wm Nolson & Sons.
The of Boston.

Wm Nelson & Sons.
Bark —, of Boston.
Steamship Baltie, Liverpool (anchored at Quar whence she sailed at 4 PM and after proceeding di lower hay anchored at the SW Spilt; Edward Swilt Juan, Nic; Chas Morgan (new), New Ordense Florvannah, Marion, Charleston; Jamestewn, Morgan teamer Delaware. Philadelphia.
Wind during the day light from SB, with fog.
Sid 3d, ship Eric, Apalachicola.

Siq 30, saip kree, Apanenceola.

[By Sandy Hook Prinwine Tribenape.]

The Highlands, March 4-Sundown.

Ships Middlesen and Isaac Allerion are as anchor on the bar, bound in.

Steamship Baltic, hence for Liverpool, is at anchor at the S W Spit.

The new steamship Charles Morgan, hence for New Ocleans, passed the Hook at 4 45 PM.

Wind SE, and light. Weather hasy.

in Newburyport in 1845, has been sold for about \$23,000, cash.

The Bangor Whig says Mesers Cooper, of that city, have contracted to build three ships the coming season. That have now on the stocks at their yard in Brewer a ship et about 1800 tons.

Schr M Sewall, of Bangor, from Portland for Santa Crus (or 35 Croix), recently reported missing, is said to have are out with loss of deck load. The report is stated not to have come from the proper quarter.

The new lightboat to be stationed near the Frying Pan Shoals, arr at Wilmington, NC, 1st inst. She is a substantial vessel of probably 240 tons, was built at Baltimore, and so far as construction, squipment, &c, are concerned, appeared well adapted for the purposes in view.

Mr Edward M Robinson, of New Bedford, has contracted with Reuben Fish, of Fairhaven, for the building of a clipper ship of 1500 tons, to be employed in the merchant service.

Bark Richmond, 190 tons, of New Bedford, has been purchased by Messre L Kollock & Son, of that city, and will be continued in the whaling business, under command of Cape Manchester, late of the Charles.

Manchester, late of the Charles.

Bris Janez Snow, at Philadelphia from Liverpool, on Med Jan, in hat 47 13, lon 22 43, while lying to under close reefed topsalls in a gale from NW, lost maintopsall, foretopmase, and main spencer; 24th, in a gale from NW, under close reefed topsalls, shipped a heavy see which stove cabin door, akylight, quarter boat, main hatch house; carried away maintopsall, and nearly filled the cabin with water; 25th, lat 49 04, lon 25 25, while lying to under bare poles, in a heavy gale from the westward, carried away main and mises topmasts, with everything attached. Feb 3, is 45, lon 35 05, one of the crew named Goo Harris, a native of Newbury-port, aged nineteen years, fell overboard and was drowned.

BARK N W BRIDGE, of and for Portland from Matanasa, before reported ashore near Kennebunk Point, is in better condition than was expected when abandoned. The vessel has been stripped, and everything moveable has been landed on the shore. The coffee and sugar has about all been lost, but if the weather continues favorable quite a portion of the molasses in the hold will be saved in a damaged state. The deck load of 90 hids was entirely lost. The bark is three-fourths dry at low water, and is but little damaged on the larboard side. About ten feet of the keel is gone, and considerable damage is supposed to be on the starboard side, which cannot be seen.

Brie Ronart M Charleton, from Savannah, in going intertaries.

which cannot be seen.

Brie Robert M Charlton, from Savannah, in going into Havana 5th ult, went ashore, but was got off after throwing over part of deck load.

Sche Brownes has been got off shore at Lewes, Del, and repaired by Mr Walker, who is reshipping her cargo, and she will leave for destination in a day or two. Mr W is also preparing to haul off schre Cornella, Minerva, and J Vall, and emply casks are being placed in the Rachel Jane, preparatory to hauling her off.

Sche Wardents SE gale of the 25th and 25th, was got affect much hogged.

Sone Many Jawe. Auld, of and from Bath for Philadel-

affoat much hogged.

Schr Mary Jang, Auld, of and from Bath for Philadelphia, put into New Bedford 3d inst, leaking between 300 and 600 strokes per hour, having been cut by the loc in Konnebee river; would go on the railway for repairs.

Schr Willow, which was sunk at Bass Hole, Yarmouth, in the gale of Dec 29, remained so at last accounts. A small vessel was engaged taking out her cargo.

Notice to Marriners.

The following is published in the Jamaica Colonial Standard of the 25th ult:—

H M Ship Imaum. Part Barral 1

The following is published in the Jamaica Colonial Standard of the 25th ult:

H M Ship Imaum, Port Royal, ?

Sir—I am commanded by Commodore Thomas Hendercea to inform you that he has caused a new buoy (black), to be placed on the Southwest Peliona Spet, in the absence of the plessed to acquaint the pilots of this port forthwith, for the benefit of the mercantile shipping. I am, sir, &6, &6.

To Capt Cooper, RN, Harbor Master, Kingston.

Whalemen.

SPOKEN—Jan 11, lat 23 39 S, lon 42 29 W. Tyleston, Tice, from Nantucket for Pacific Cosean, clean, all well.

Spickem.

Ship Currituck, hence for Autwerp, Fob 2, lat 45 59, lon 20 08.

Ship Genca (of Bath), Kelley, hence for Valparaiso, Jan 27, lat 12 40 S, lon 22 55 W.

Bark F A Perley, 3 days from Portland for Havane, Mar 1, lat 40 10 no 69 30.

Brig Grampus, from New Orleans for Trieste, Feb 17, tat 55 45, lon 57 41.

Schr Citisen for Camden), from Norfolk for West Indice, Feb 21, lat 30 56 N, lon 69 25 W.

Aux Cayes—In Port abt Feb II, bark Geo D Smouse, Warren, for NYork twe days.

Carsyston—In port Feb 18, brig Elisa Burgess, Gorham, for Boston 21st.

Can Dayas—Arr Feb 17, brigs Talos, Fossett, and Marcus.

Warren, for NYork five days.

CIERMYURGOS—In port Feb 18, brig Elisa Burgess, usvanderen for Boston 21st.

CARDENAS—Arr Feb 17, brige Telos, Fossett, and Marsey Plerce, Providence; S T Hinds, Cox, Boston; John Hath way, Smith, Wilmington, NC. Sid abt 17th, brige Hew deeds, Littlejohn, Boston; about 19th, schr Marcia, Day do, Guarama—In port brey to Feb. 17, bark Mercy Elis Stover, from and for NHaven about 17th; others as before Havara—In port Feb 2, brigg Lydia Stover, Shophe for Cardenas to load molasses for Portland, taken up: at \$3 75 per bld; Lima, Simmons, for Cardenas and NT about ready; and others as reported 20th. Cid 18th, about ready; and others as reported 20th. Cid 18th, about ready; and others as reported 20th. Cid 18th, about ready; and others as reported 20th. Cid 18th.

at \$3 75 per hhd; Lima, Simmona, for Cardenas and NYork about ready; and others as reported 20th. Cil 18th, brig Cazelle, Brazier, Cardenas to load for Cork; 21st, bark Reject Pennell, Adama, do to load 600 hhds molasses for NBeford, get \$3 50. Sld 18th a 19th, bark Cambia, Rackier, for Matanasa to-load 500 hhds molasses for Boston, as \$3 beautiful to the per hhd; brig Onward, Tibbets, Matanasa to load for Boston, as 600 per hhd; brig Courad, Tibbets, Matanasa to load for Boston, as 600 per hhd; brig Courad, Tibbets, Matanasa to load for Boston, as 600 per hhd; brig Courad, Tibbets, Matanasa to load for Boston, as 600 per hhd; brig Caroline E Kelley, Colcord, for do do, gets E3 per box sugar and 800 per hhd for deck load molasses, delivered alongside; Maribas Washington, Anderson, to load for Boston; Sylvia, Berry, and Shackford, Pettengill, dig; Nichola, for Battimore (not Portland, gets \$3 50 per hd molasses; John Sievens, Peters, to load for Portland, (one ascount says for Boston) gets \$3 50 per hd molasses; And house says for Boston) gets \$3 50 per hd molasses, and others as before.

Manzanillo-Feb II, no Am vessel in port.

OMOA, NG—In port Jan 25, soft Geo Steers, Lewis, honce 13 days 20 hours (arr 20th).

Sanya Cauz, (Cuba)—in port Feb 13, brig L W Maxwell, Burt, for Boston 17th.

San Juan (Cuba)—in port Feb 18, brig Sarah, Gibbs, fer Boston 19th.

Caramaras (near Sagua)—In port abt Feb 18, brig Judes.

Boston 19th.

CARAMATAS (near Sagua)—In port ant Feb 18, brig Judge

Eathaway, Leland, for Boston (not N York) idg.

ST BART—In port ant Feb. 19, brig Adele, Lewis, of and
from Philadelphia for Porto Rice, to load for N York.

ST DORNINGO CITY—In port Feb. 8, sohr Elizabeth Arealarius, (of Rockland,) Marston, captain sick; and others unknown.

ST BANTS—In port sht Feb. 19, brig Adele, Lewis, of and from Philadelphia for Porto Rico, to load for NYork.

Townsoc Crrv—In port Feb &, schr Elizabeth Arenlarius, (of Rockland,) Marston, capitain sick; and others unknown.

ST Promas—In port previous to Jan 31, (back date,) schr E S Penny, Blackington, for Maracalbo, to load for NYork.

ST Jago—In port Feb II, bark Formoss, Ryder, to load for NYork, are able 10th; schrs Onstivis, Simonton, from and for do; My Freemas, Glover, une.

TRUXILLO, NG—Feb 10, no Am vessel in port.

Hoome Prarts.

for do: M. M. Freeman, Glover, unc.

TRUXILLO, NG—Feb 10, no Am vessel in port.

Home Ports.

ALEXANDRIA—AT March 2, subt Sea Witch, Bridgeport, propeller M Hofman, NYork.

BOSTON—AT March 3 ship Juliet (of NYork), Moulton, Pannan 6 oct 28; Josephine, Jameson, Norieans; basks Active, Wheeler, Para Jan 22; Evelya, Hichborn, Matanuss 13th Feb; Thoradike, NOrieans; Hebron, Kilby, Apalachicola; Ella, Taylor, Baltimore, brigs Sylph, Clifford, ditto; brig. A Hayford, Thomas, Buenos Ayres Dec 25; Genes (of Bath), Kelly, from NYork; Helen Jane, Nickerson, Truxillo Feb 10; Noptune, Jordan, Cienfuegos 7th Feb; Geo F Williams, Sawyer, Mansanilla Jan 28, via Holmee's Hole; Benj Carver, Carver, Matanuss 15th Feb, via Holmee's Hole; Hayward P Cushing, Lancaster, Matanuss 17th Feb; Gelerson, Crowell, Galvestou; Saginaw, Parkor, Jackson-ville 14th Feb; Gustavus, Gallacar, Charleston, 19th Feb; Relecca and Frances, Bodfesh, Baltimore; sehrs J R Juwett, Lewis, Aux Cayes 7th Feb, via Holmee's Hole; Sarah Frances, Perry, St Domingo City 8th Feb; Union, Parsons, Jackson-ville; W H Mitchell, Eaton, ditto; Yankoe Blade, Sweetser, Wilmington, NC; Village Gum, Caso, Georgetown, DC; Cerito, Crowell, Richmond; Elizabeth Ann., Cavonder, Estampton, Va; T O Thompson, Grant, Norfolk; Victor, Bearms; G L, Parker, and Daniel Sturgis, Nooris, N York, Telegraphed—Ship Orisas, from Calcutis, Gid anchor in Mantasket Roads). Cld ship Panther (new clipper, L200 tona), Weeks, NOrieans; basket Nautilus, Lincolu, Maiaga, Malina, Ross, Havana; John Carver, Nichols, Matanuss; brigs Erfe, Gott, Remedios: LR Palmer, Park, Havana, Mary Perlijas, Nickerson, Philadelphis; schre Abeons, Atwood, 8t Jens, Nickerson, Philadelphis; sc

Schr Khggisher, Hooper, Port au Prince, Hatch & Lovelog.
Schr Khggisher, Hooper, Port au Prince, Hatch & Lovelog.
Schr Mary D Hayman, Hayman, Wilmington, Brown &
DeRoesett.
Schr Southerner, Burr, Wilmington, D C Marray,
Schr Josephine, Kingiland, Bailtimore, Jehnozo & Lowden,
Schr Joseph Crandle, Cromwell, Mobile, Van Brunt &
Schr Joseph Crandle, Philadelphia, J W M'Kee.
Schr Jappy, Scare, Philadelphia, J W Havens.
Schr New York, Goodsull, Biston, Dayton & Spraguo.
Schr Rose in Bloom, Kennan, Bridgopert, J H Havens.
Schr Jappy, Scare, Philadelphia, J W M'Kee.
Schr Jappy, Scare, J W Miladelphia, J W M'Kee.
Schr Jappy, Scare, Philadelphia, J W M'Kee.
Schr Jappy, W Miladelphia, J W M'Kee.
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Schr Jappy, W Miladelphia, J W M'Kee.
Schr